

CLASSIFICATION **SECRET**395
25X1COUNTRY East Germany

REPORT

TOPIC Schoenhauser Dam AirfieldEVALUATION 25X1

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

PREPARED

21 December 1953

REFERENCES

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PAGES 1

ENCLOSURES (NO. & TYPE)

REMARKS

- 25X1 1. On 8 October 1953, an Il-10 towing a sleeve target circled west of Schoenhauser Dam airfield while two Il-10s alternately fired at the sleeve target. After the rounds were fired, the aircraft headed west. [redacted] the aircraft belonged to Stendal airfield. On 31 October, Schoenhauser Dam airfield was unoccupied, the grass cover was in poor condition, and the piles of runway mats were still observed in the southern section of the field.
- 25X1 2. On 20 November, no change was observed in the status of the field. Runway mats were still stored in large piles under protective roofs in the southern section of the field. Additional mats have arrived since late October. Truck [redacted] with a one-axle trailer loaded with a water tank moved to the field coming from the direction of Wudicke. The truck was occupied by an officer wearing blue-bordered golden epaulets and a soldier with black-bordered blue epaulets.
- 25X1 3. On 20 November, 8 piles of runway mats, each pile consisting of 36 bundles of 30 mats each were observed at Wudicke railroad station. During an interval in the loading operation, source could observe the mats at a close distance. A crane on truck [redacted] lifted the piles of mats on tractors. Each tractor was loaded with 18 bundles. Ten soldiers wearing black-bordered blue epaulets were engaged in the loading operation. Work was discontinued about 1:30 p.m. and the truck mounting the crane moved toward the airfield via Wudicke, while the tractors towing the trailers covered a shorter distance to the airfield on a dirt road via Klein-Wudicke-Schmeldorf. This dirt road had tracks 70 cm deep.
4. On 25 November, the unloading of runway mats was observed at Wudicke railroad station. A total of four boxcars were seen there.

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Comment. The status of Schoenhauser Dam airfield has not changed. About 30,000 runway mats had arrived at the field prior to mid-September 1953. According to the present report, about 8,600 additional mats arrived up to 20 November, and an unknown number on 25 November. The length of the runway which is to be covered with mats will depend on the number of mats which will still arrive at the field.

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